

**Amendments to the Specification:**

Please replace paragraph [0027] with the following amended paragraph:

[0027] In a subsequent step, the control unit 9 closes the switch S3, but the switches S1, S2 remain open. In this state, the vehicle ground GND is present at the inverting (negative) input of the differential amplifier 8, and a fraction (defined by the ratio of the resistor  $R_{test}$  and  $R_m$ ) of the output voltage of the source 10 is present at the non-inverting (positive) input of the differential amplifier 8, possibly shifted by a potential difference between the local ground and vehicle ground. The control unit 9 compares  $U_{iso}$  with an anticipated voltage  $U = G \times U_q \times (R_m / (R_m + R_{test}))$ ,  $G$  being amplification of the differential amplifier 8. The greater the deviation between the anticipated and measured voltages, the greater the potential difference between the vehicle ground and local ground. When there is a potential difference of more than 1 V (which corresponds to a measured voltage  $|U_{iso}| > 0.8 \text{ V}$  when  $R_{m1} = 200 \text{ } \Omega$ ,  $R_{test} = 1 \text{ k}\Omega$  ~~and  $G = 4.7$~~  and  $G = 4.7$ ) it is assumed that there is a fault in the monitoring circuit 1, and the control unit 9 generates a fault message of the first type.

Please replace paragraph [0029] with the following amended paragraph:

[0029] The insulation resistance is actually measured only if the test steps described above have been carried out without a fault having been detected. In order to measure the insulation resistance  $R_{x1}$  between  $+U_{bat}$  and the vehicle

ground, the control unit 9 closes the switch S2, while the switches S1, S3 are open. The current can then flow from +U<sub>bat</sub> via a possible insulation resistor Rx1, Cx1 to the vehicle ground GND and from there via the second measuring resistor Rm2, the second switch S2 and the second protective resistor R2 to the negative terminal. The resulting voltage drop at the second measuring resistor Rm2 is completely present at ~~its inputs~~ the inputs of the differential amplifier 8 (when the input resistance of the differential amplifier 8 is assumed to be infinite), and is amplified to form the measurement signal Uiso.

Please replace paragraph [0030] with the following amended paragraph:

[0030] In order to measure the insulation resistance R<sub>x2</sub> between the vehicle ground GND and the negative connection terminal -U<sub>bat</sub> of the battery 1 it is sufficient to close the switch S1 and open the switch S2. A possible leakage current then leads to a positive voltage drop at the first measuring resistor Rm1, which is in turn amplified by the differential amplifier 8. The control unit 9 compares the measured values which are obtained with a predefined limiting value and detects an insulation fault (i.e., it outputs a fault message of a second type) if at least one of these measured values exceeds the limiting value.